

Transportation Implementation Working Group Meeting Summary
Thursday, October 9, 2008, 9am-4:30pm
Amsterdam Room Sea-Tac Airport

In AttendanceCo-Leads:

Dennis McLerran
Katy Taylor
Lon Wyrick

Puget Sound Clean Air Agency
Washington Department of Transportation
Thurston Regional Planning Council

Workgroup Members:

Gordon Black
Barbara Culp
Lynne Griffith
Wayne Grotheer
Jemae Hoffman
Bryan Imai
Dan Keefer
Bill Kidd
Bill LaBorde
Kim Lyons
Bonnie Mager
Michael McGinn
Dave Overstreet
* April Putney
Ashley Probart
Bob Saunders
Harold Taniguchi

Bicycle Alliance of Washington
Children's Hospital & Regional Medical Center
Pierce Transit/Washington State Transit System
Port of Seattle
Seattle Department of Transportation
Washington State Auto Dealers Association
PACCAR/Kenworth Trucks
British Petroleum
Washington State Transportation Choices
Washington State University Energy Program
Spokane County Commissioner
Sierra Club
American Automobile Association
Futurewise
Association of Washington Cities
Washington Department of Ecology
King County

**Alternate for KC Golden*

Absent:

Bill Clarke
Preston Feight
Bonnie Geers
Mike Kreidler
Glenn Miles
Bill LaBorde
Carol Moser
Carla Pryne
Larry Pursley
Kurt Vinnish
Liz Warman

Washington State Association of Realtors
PACCAR/Kenworth Trucks
Weyerhaeuser/Quadrant Homes
Washington State Insurance Commissioner
Spokane Regional Transportation Council
Transportation Choices Coalition
Washington State Transportation Commission
Earth Ministry
Freight/Trucking Industry
Tribal Transportation Planning Organization
Boeing and Commute Reduction Program

Technical Staff and Support:

Morgan Ahouse	Sierra Club
Jeffrey Ang Olson	Center for Climate Strategies
Louise Bray	Piece Transit
Amber Simonsen	Piece Transit
Keith Cotton	Washington State Department of Transportation
Anne Criss	Washington State Department of Transportation
Brian Lagerberg	Washington State Department of Transportation
Philip Parker	Washington State Transportation Commission
Paul Parker	Washington State Transportation Commission
Melanie Smith	Sound Transit
Peter Thein	Washington State Transit Association
Matt Hansen	King County
Rob Willis	Ross & Associates Environmental Consulting, Ltd.
Zac Eskenazi	Ross & Associates Environmental Consulting, Ltd.

Background Documents (available online at**http://www.ecy.wa.gov/climatechange/2008CAT_iwg_tran.htm**)

- Agenda
- Transportation Funding Statement
- T-1 Cost Effectiveness
- T-1 Barriers and Recommendations
- T-1 Net Social Cost Calculation Proposal
- T-3 Transportation Pricing Recommendations

Discussion Items and Key Issues**1. Overview and Agenda Review**

- 1.1. The purpose of this two-day meeting was to ensure that the perspectives from every participant are reflected in the recommendations to the CAT. The group identified that nuance and tone were important to consider in crafting and reviewing the recommendations.
- 1.2. Each participant stated what they would like to accomplish during the meeting.

2. T-1 Subgroup Update

- 2.1. The T-1 subgroup provided an outline of the Blue Sky Vision. The Blue Sky Vision outlines what Washington's transportation system may look like by 2040. It is about making transit the first choice, not the last choice. The system would enable users to make environmentally-friendly transportation choices that are easier to use, more reliable, safer and less expensive than the current system. The Blue Sky Vision statement is bold.
 - 2.1.1. The TIWG considered critical questions that might prevent achieving the Blue Sky vision.
 - 2.1.2. The TIWG recommended tying in the goal of 30% reductions in VMT with the T-1 strategies.
- 2.2. Assumptions and barriers include:
 - 2.2.1. Operating costs and efficiency: the supply of electric buses and other resources might not be readily available.

- 2.2.2. There is a need to prioritize energy block grants that come from the federal government. The federal government also has the authority to revamp bus research.
- 2.2.3. There is going to be a need for bus drivers and mechanics, and the state will have to step up efforts to recruit for these types of jobs. One suggestion on how to do this would be to include these types of jobs under green jobs. Another suggestion would be to establish a community college that would train people on how to do this type of work.
- 2.2.4. There is currently a need for the maintenance and upgrade of base facilities. There will also be a future need for new facilities.
- 2.3. T-1 Recommendations
 - 2.3.1. There are tools being developed that can help decision-makers figure out what mode shifts need to happen to achieve the VMT and GHG goals.
 - 2.3.2. There is a mix of strategies needed to overcome the barriers and meet the goals. These strategies coincide with the T-4 strategies.
 - 2.3.3. The recommendations will be framed a longer term perspective, and in the context of meeting the VMT benchmark and GHG emissions reduction targets.
 - 2.3.4. The TIWG needs to decide what are the most effective barriers to attempt to remove sooner than later. The T-3 and T-4 recommendations have similar barriers, which need to be considered as well.
- 2.4. Next Steps
 - 2.4.1. Members will continue to seek data to more completely describe the different strategy portfolios, and incorporate assumptions being used by other groups.
 - 2.4.2. The Co-leads will present to the CAT at their October 14-15 meeting where the group currently is and where the group will likely end up. The Co-leads will recommend to the CAT that the subgroup be given a month to further research the strategies in order to present a vision that ensures all goals are integrated.

3. Microsoft Case Study

- 3.1. Steve Lippman, CAT member from Microsoft Corporation, presented on Microsoft's transit system, carpool options and telework technologies.
 - 3.1.1. Microsoft has 3 types of tools related to transportation; a carpool/vanpool program, infrastructure on the Microsoft campus for bikes (e.g. bike parking and locker room facilities), and the formation of urban partnerships.
 - 3.1.2. Microsoft provides incentives and benefits to encourage employees to use Microsoft's transit options. 75 % of employees who have shifted from cars to mode connectors never took transit before. They switched to the connector service because it is more efficient and it allows them to work on board.
 - 3.1.3. About 1000 employees use the Microsoft van pool service. Microsoft's carpool program works by matching Microsoft employees who are looking for a ride to work with employees who are driving to work using a system calendar. There is an enormous opportunity to use information technology to fill up empty seats in cars. The state can help promote rideshare by supporting this information technology infrastructure.
 - 3.1.4. Telework technologies include email, enterprise quality, commercial grade instant messaging, and web conferencing. These technologies allow people to share documents and collaborate in real time, allowing people to easily work from home. Well-designed telework programs can create an environment of trust, particularly when supervisors manage by objective, not just presence. Telework helps to attract and retain employees, and trains people to be able to work anywhere, not just the office.

4. Low Carbon Fuel Standard Discussion

- 4.1. The T-11 subgroup examined ways to create a low carbon fuel standard program. There are many types of fuel available that emit different levels of carbon.
- 4.2. The T-11 subgroup is recommending a two step process. The first step is evaluating how the low carbon fuel standard program is being implemented in California in order to learn about what works and does not work. Once the best approach has been identified, the next step is to adopt the low carbon fuel standard and implement a program in Washington.
- 4.3. Recommendations from the TIWG to the T-11 subgroup:
 - 4.3.1. Wait to request resources needed for a low carbon fuel standard program until 2010. This will give California time to develop and test the effectiveness of their program, and for Washington to learn from their experience and decide whether to implement a similar or alternative program.
- 4.4. Next Steps:
 - 4.4.1. The TIWG will forward the recommendation that a low carbon fuel standard program be developed based on the model from California.

5. Transportation Funding

- 5.1. Funding sources for transportation come from the state sales tax on new vehicles and the gas tax, which is currently set at \$0.35 per gallon. When considering new revenue sources, it is important to note that current funding is not stable. The Department of Transportation anticipates that revenues from the gas tax will be decreasing at the same time that transit authorities are having budget shortfalls.
- 5.2. The TIWG made the following suggestions for the Transportation Funding Paper:
 - 5.2.1. Define the Moving Washington Strategy.
 - 5.2.2. Reducing VMT might be an economic benefit for freight mobility.
 - 5.2.3. Cap and trade will be referenced
 - 5.2.4. Be bold and ensure the message is clear.
 - 5.2.5. Be more explicit about state leadership roles in this process, and discuss new state policies about how Washington funds transportation and types of transportation.
- 5.3. Next steps:
 - 5.3.1. Members volunteered to revise the paper.
 - 5.3.2. Katy will forward a link to the Moving Washington Program.

6. Transportation Pricing Strategies (T-3)

- 6.1. The T-3 subgroup discussed using pricing as a VMT and GHG reduction tool. Road pricing can be used to manage traffic and reduce VMT, and it can further reduce VMT by providing revenue for alternate means of transportation.
- 6.2. The TIWG made the following suggestions to the T-3 subgroup:
 - 6.2.1. Make a statement about using revenue from tolling to fund alternative forms of transportation.
 - 6.2.2. Use more suggestive language, and use “should” instead of “would”.
 - 6.2.3. Reference the transportation funding strategies, and the potential of carbon taxes as additional potential funding sources.
- 6.3. Next steps:
 - 6.3.1. The TIWG will move forward with the group consensus around the T-3 recommendations.

Public Comment: No public comments were received.

Transportation Implementation Working Group Meeting Summary
Friday, October 10, 2008, 9am-4:30pm
Department of Ecology Headquarters, Olympia, Washington

In AttendanceCo-Leads:

Dennis McLerran	Puget Sound Clean Air Agency
Katy Taylor	Washington Department of Transportation
Lon Wyrick	Thurston Regional Planning Council

Workgroup Members:

*Morgan Ahouse	Sierra Club
Gordon Black	Bicycle Alliance of Washington
**Louise Bray	Piece Transit
Barbara Culp	Children's Hospital & Regional Medical Center
Wayne Grotheer	Port of Seattle
Bryan Imai	Washington State Auto Dealers Association
Dan Keefer	PACCAR/Kenworth Trucks
Bill Kidd	British Petroleum
Bill LaBorde	Transportation Choices Coalition
Kim Lyons	Washington State University Energy Program
Ashley Probart	Association of Washington Cities
*** April Putney	Futurewise
Bob Saunders	Washington Department of Ecology

**Alternate for Michael McGinn*

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Absent:

Bill Clarke	Washington State Association of Realtors
Preston Feight	PACCAR/Kenworth Trucks
Bonnie Geers	Weyerhaeuser/Quadrant Homes
Jemae Hoffman	Seattle Department of Transportation
Mike Kreidler	Washington State Insurance Commissioner
Bonnie Mager	Spokane County Commissioner
Glenn Miles	Spokane Regional Transportation Council
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Larry Pursley	Freight/Trucking Industry
Kurt Vinnish	Tribal Transportation Planning Organization
Liz Warman	Boeing and Commute Reduction Program
Harold Taniguchi	King County

Technical Staff and Support:

Jeffrey Ang Olson	Center for Climate Strategies
Hedia Adelman	Washington Department of Ecology
Anne Criss	Washington State Department of Transportation
Brian Lagerberg	Washington State Department of Transportation
Philip Parker	Washington State Transportation Commission
Gary Prince	King County
Mike Dornfield	Washington State Department of Transportation
Rob Willis	Ross & Associates Environmental Consulting, Ltd.
Zac Eskenazi	Ross & Associates Environmental Consulting, Ltd.

Background Documents (available online at http://www.ecy.wa.gov/climatechange/2008CAT_iwg_tran.htm)

- Agenda
- T-4 Compact and Transit Oriented Development
- T-6 Freight Railroad Discussion Paper and Recommendation
- T-7 Diesel Engine Discussion Paper and Recommendation
- T-10 Vehicle Electrification Discussion Paper and Recommendation
- T-11 Low Carbon Fuel Standard Discussion Paper and Recommendation
- T-12 Zero Emission Vehicle Discussion Paper and Recommendation

Discussion Items and Key Issues**1. Diesel Engine Emission Reductions and Fuel Efficiency Improvements (T-7)**

- 1.1. The TIWG discussed the T-7 Diesel Engine Discussion Paper and Recommendation handout, which outlines strategies, targets and goals for diesel emissions reductions
 - 1.1.1. One strategy would be to focus on the reduction of black carbon. Black carbon stays in the atmosphere for weeks, has health impacts, causes warming, and enhances the melting of ice and snow. A near-term strategy would be to invest in reduction technology of black carbon. The funding for this is available but the difficulty lies in moving reduction strategies from the public sector to the private sector.
 - 1.1.2. Some of the diesel strategies can be extended to gas powered vehicles.
- 1.2. The TIWG gave the following feedback to the T-7 subgroup:
 - 1.2.1. Discuss current programs that focus on retrofitting existing engines.
 - 1.2.2. Leverage strategies that will reduce idling.
 - 1.2.3. Make the financial incentives broader rather than focusing solely on tax credits.
 - 1.2.4. Create incentives to make the move to fuel emissions standards early.
 - 1.2.5. Members supported a grant program as well as a low interest loan plan to fund this recommendation.
- 1.3. Next Steps:
 - 1.3.1. The T-7 subgroup will revise the paper to reflect the different discussion points, and focus on what is reflective as well as realistic within the time frame. The group will also attempt to compile more information on the cost of diesel emissions reductions strategies.

2. Improvements to Freight Railroads and Intercity Passenger Railroads (T-6)

- 2.1. The T-6 subgroup focused on strategies to improve freight movement by railroad. Infrastructure improvements are an important component to focus on. Pages 1 and 2 from the Freight Railroad discussion paper contain specific infrastructure recommendations. Given the high price of fuel, the railroad industry is motivated to reduce fuel use.
- 2.2. The TIWG gave the following feedback to the T-6 subgroup:
 - 2.2.1. Rail is a West Coast issue, not just a Washington State issue. Strategies for moving goods up and down the coast should be developed.
 - 2.2.2. Discuss the idea of electrification for passenger rail, noting that this will only happen with federal partnerships.
- 2.3. Next Steps:
 - 2.3.1. The subgroup lead will incorporate the changes discussed into the T-6 recommendation.

3. Transportation System Management (T-9)

- 3.1. Mike Dornfield, from Washington Department of Transportation, gave a presentation on Traffic Systems Management.
 - 3.1.1. Traffic Management Centers are conducted by the state and local governments. Traffic Management Centers manage traffic signal synchronization, HOV lanes and reversible express lanes.
 - 3.1.2. The WSDOT Traffic Operations Office would like to increase incident response opportunities, improve traveler information, and increase the number of multi-modal connection points.
- 3.2. Some of these strategies to manage traffic may help meet greenhouse gas and VMT reduction goals, while others may create more incentives to drive alone. The TIWG will focus on strategies that reduce GHG emissions and VMT.
 - 3.2.1. Signal Timing and increased Incident Response can be achieved easily and have large benefits.
 - 3.2.2. DOT has a budget request for Incident Response and Traffic Light Synchronization. Signal timing can also help with traffic flow.
 - 3.2.3. WSDOT recommends that all strategies that help with the movement of traffic be considered.
 - 3.2.4. The potential passage of I-985 and the subsequent impacts it will have on HOV lanes should be considered in any proposals.
- 3.3. Next Steps:
 - 3.3.1. The group will recommend those programs that reduce GHG emissions and VMT, and focus on the programs that have the most benefits.

4. Compact and Transit Oriented Development (T-4)

- 4.1. The Complete Streets Program is one strategy recommended by the T-4 subgroup.
 - 4.1.1. The Complete Streets Program should not pose significant problems to large vehicles. Under the Program, roads are not narrowed but are configured differently.
 - 4.1.2. The subgroup is investigating the added cost of the Program to developers. It may cost more or it may be cost neutral.
- 4.2. Feedback from the TIWG to the T-4 subgroup concerning the Complete Streets Program included:
 - 4.2.1. More completely define the Complete Streets Program.
 - 4.2.2. Amend commute trip reduction standards to incorporate schools into this Program.

- 4.2.3. Change the commute trip reduction standard to 120 days to capture institutes of higher learning as well as K-12 schools.
- 4.3. Feedback from the TIWG to the T-4 subgroup concerning Housing and Employment Density included:
 - 4.3.1. Consider adding public lands to this strategy (e.g. the government can promote housing development on surplus lands).
 - 4.3.2. Consider a minimum density of 8 to 10 people per square mile (note that Sound Transit has density requirements around Sound Transit stations).
 - 4.3.3. Headways should be set at 15 minutes or less, and up to 30 minutes for smaller urban centers.
 - 4.3.4. Compact development in smaller communities should also be supported.
 - 4.3.5. The document should address both transit-oriented development and compact development. Washington D.C. is a good example of transit-oriented development around Metro stations.
 - 4.3.6. Recommend that Transit agencies work with local agencies to develop houses around park and ride lots.
- 4.4. Feedback from the TIWG to the T-4 subgroup concerning Bicycle and Pedestrian Access included:
 - 4.4.1. Cities should consider implementing Complete Streets strategies beginning in 2011.
 - 4.4.2. Change the language on page 5 to read “K-12 and Higher Education”.
- 4.5. Feedback from the TIWG to the TIWG to the T-4 subgroup concerning Parking Management included:
 - 4.5.1. Note that the second bullet under number one is already part of the WSDOT approach.
 - 4.5.2. Recommend multi-modal concurrency as a strategy.
- 4.6. Additional specific language changes to the recommendations will be captured in the updated document.

5. Zero Emission Vehicle Standard and Low-GHG Refrigerants (T-12)

- 5.1. In 2005, the Washington State Legislature adopted vehicle emission reduction strategies similar to those found in California. However, they did not adopt the zero emissions vehicle (ZEV) strategy.
 - 5.1.1. Zero emission vehicles can help Washington meet its GHG emissions reduction targets.
 - 5.1.2. If the ZEV strategy is adopted between now and 2018, it will ensure that Washington will receive these types of vehicles. Manufacturers of these vehicles will bring these vehicles to Washington in phases.
 - 5.1.3. The 2007 CAT report recommended 2010 as the year to adopt this strategy.
- 5.2. The TIWG did not have unanimous approval for the ZEV strategy.
 - 5.2.1. Some members of the TIWG feel that this strategy will impose a high cost on society as there is no current demand for these types of vehicles.
 - 5.2.2. Others argued that this strategy is already under way and these types of vehicles will be available in Washington within the next couple of years.
- 5.3. The group was not able to resolve the differences that members had over this particular strategy. It was decided that this particular strategy will not be included in recommendations to the CAT. By setting aside this strategy, the group gets closer to a unanimous decision on other T-12 strategies.
- 5.4. Next Steps:
 - 5.4.1. The T-12 subgroup will go forward with its recommendations to the CAT, omitting the Zero Emission Vehicle strategy. A statement will be included about the 2007 endorsement

from the CAT on the Zero Emission Vehicle strategy and note that some in the TIWG group endorse it while others do not.

6. Strategies Acceleration and Integration of Plug-In Hybrid Electric Vehicle Use (T-10)

6.1. The T-10 subgroup recommends that the CAT:

6.1.1. Align Washington vehicle emissions standards with the electric vehicle market.

6.1.2. Direct the Washington State Department of Licensing to reduce fees on Plug-In Hybrid Electric Vehicles.

6.1.3. Extend the sales tax exemption for alternative fuel vehicles. The plug-in hybrid exemption is set to expire in 2011.

6.2. The feedback from the TIWG to the T-10 subgroup included:

6.2.1. Remove the T-12 ZEV strategy item since it will be discussed in the T-12 strategies document.

6.2.2. Discuss the promotion of demonstration projects for plug-in hybrids and battery electric vehicles. For example Microsoft is currently hosting a demonstration project for the proper use of these kinds of technologies. Demonstration projects should be held for both public and private fleets.

6.2.3. Change the neighborhood electric vehicle weight limit from 3000 lbs to 4500 lbs. Electric vans servicing neighborhoods are going to weigh more than 3000 lbs. This weight limit was set by the State Legislator in HB 1820.

7. Continued Accountability and Quantification Piece (T-4)

7.1. There needs to be flexibility on a regional level concerning the VMT and GHG reduction goals. This can be accomplished in part by letting cities coordinate RTPO and MPO efforts to reduce VMT. There is data on RTPO and MPOs programs on a regional level. Regional planning needs to be put on the planning horizon. The TIWG will recommend a study or a group that looks at the issues of transportation governance.

7.2. There is also a need for a measurement system to measure against state benchmarks.

7.3. The T-4 subgroup will draft language in regards to the two statements that emerged.

7.4. The T-4 subgroup will use the results from the 2007 quantification of the T-4 strategy.

Next Steps and Agreements:

1. TIWG group members volunteered to make the necessary changes to their respective proposals to present to the CAT.

Public Comment: No public comments were received.

Next Meeting

The Climate Action Team (CAT) meeting will be held next Tuesday, October 14, 2008 and Wednesday, October 15, 2008.